

MOTORCYCLE RISK-MANAGEMENT WORKSHEET

(Memo, HQ USAREUR/7A, AEAGA-S, Mar 06, Subject: Army in Europe Motorcycle Safety Campaign)

Applicant's name:

Applicant's grade:

Applicant's unit:

Applicant's motorcycle make and model:

Power-to-weight ratio

<0.1	0.10 to 0.14	0.15 to 0.20	0.21 to 0.28	>0.28
1	3	5	7	9

Length of ownership

<6 months	<1 year	<2 years	<3 years	3 or more years
5	4	3	2	1

Age of rider

18-22	23-27	28-35	35-45	>45
3	4	5	3	4

Grade

E1-E4	E5-E6	E7-E8	E9	DOD civilian
4	6	3	2	4
O1-O2	O3-O4	O5-O6	>O6	Family member
3	5	3	1	4
W1	W2	W3	W4/W5	
4	5	3	4	

Motorcycle riding experience

<6 months	<1 year	<2 years	<3 years	3 or more years
5	4	3	2	1

Riding experience in the European theater

<6 months	<1 year	<2 years	<3 years	3 or more years
5	4	3	2	1

Driving record (within the last year)

More than 1 citation	1 citation	No citations
6	3	0

Safety equipment

Not available	Minimum	Enhanced
Suspend	2	0

Disciplinary incidents

Recurring	1 in last 2 years	None
5	2	0

Recent return from deployment (within last 6 months)

Yes	No
4	0

Risk category
Low risk
Medium risk
High risk
Extremely high risk

Total
22 and below
23-27
28-32
>32

TOTAL:

Commander's signature:

Commander's name/grade:

Commander's contact telephone number:

1. Applicant's name, grade, unit, and motorcycle make and model. Self-explanatory.

2. Power-to-weight ratio. This can be obtained from the bike's owners manual or from the Internet. The power factor is the maximum horsepower that the motorcycle produces. The weight is the "dry weight" of the motorcycle (without rider, passenger, or fuel).

a. Example #1: 2000 Harley Davidson Super Glide Sport (information from H-D website)
Dry weight: **619 lbs** Horsepower: **65 hp** $65 \text{ hp} / 619 \text{ lbs} = \mathbf{0.105}$

<0.1	0.10 to 0.14	0.15 to 0.20	0.21 to 0.28	>0.28
1	3	5	7	9

b. Example #2: 2005 Yamaha YZF-R1 (information from Yamaha website)
Dry weight: **385 lbs** Horsepower: **180 hp** $180 \text{ hp} / 385 \text{ lbs} = \mathbf{0.468}$

<0.1	0.10 to 0.14	0.15 to 0.20	0.21 to 0.28	> 0.28
1	3	5	7	9

2. Length of ownership. This is the length of time that the individual has owned this particular motorcycle. Different motorcycles have different handling characteristics; familiarity with these unique characteristics reduces the risk to the rider.

3. Age of rider. These risk factors are based on historical data concerning individuals involved in motorcycle accidents.

4. Grade. These risk factors are based on historical data concerning individuals involved in motorcycle accidents.

5. Motorcycle riding experience. The longer individuals ride, the better they become at recognizing situations that pose a hazard to themselves and the better their skills become in reducing these hazards.

6. Riding experience in the European theater. Driving in Europe presents many hazards that are unique to this environment. Those with experience on the European road system are better able to identify these hazards. This factor is based on the cumulative time that an individual has been in Europe (including multiple tours).

7. Driving record (within the last year). Statistical studies of accident data have shown that individuals who have received one or more citations for moving traffic violations (within 1 year) are more likely to be involved in an accident.

8. Safety equipment. This risk category involves many factors. The helmet should be inspected to ensure it meets regulatory guidance (DODI 6055.4, AR 385-55, AE Reg 190-1, and AE Reg 385-55). "Shorty" helmets are not acceptable. Ensure that the individual has the proper eyewear (goggles or helmet face shield). By the regulations, long pants and a long-sleeved shirt or jacket are the "minimum" requirement. Riders are encouraged to supplement this minimum requirement with leather or ballistic nylon pants and a jacket. "Minimum" footwear consists of leather boots or over-the-ankle footwear. Purpose-built motorcycle clothing and footwear are designed to provide additional protection to the individual during an accident. Purpose-built motorcycle clothing and footwear are considered "enhanced equipment." The commander should suspend an individual's riding privileges until the individual has the minimum equipment. Individuals who have made the necessary commitment to purchase their own equipment tend to be safer riders.

9. Disciplinary incidents. Self-explanatory. These include any incident that the commander deems appropriate.

10. Recent return from deployment. This risk factor addresses the individual's lack of recent riding experience, elevated risk threshold, and the increased stress associated with a recent return from deployment.

11. Total. Cumulative points awarded in each risk category.

12. Risk category and total. The commander must mark the risk category of the individual (low, medium, high, or extremely high) based on the total. While a "high" or "extremely high" category does not prohibit the individual from obtaining a license, indentifying these high-risk individuals helps the commander remain aware of the situation and apply additional control measures to reduce the risk to the individual (for example, probationary period, restricted to riding with mentor or coach).

13. Commander's signature, printed name/grade, and contact telephone number. Self-explanatory.